

## **IN THE SPECIFICATION**

Please amend page 10, line 10 to page 11, line 9 by rewriting the same as follows:

--Each drive wheel 6 and 7 has an end gear or wheel 29 and 30 on the proximal end of the wheel 23 and 24, and an end gear or wheel 31 and 32 on the distal end of the wheel 25 and 26. Each proximal end gear or wheel 29 and 30 and distal end gear or wheel 31 and 32 is capable of direct contact with the respective main wheel 4 and 5 for receiving energy to turn the wheels 6 and 7.

Each proximal end gear 29 and 30 is inline with the proximal main gear 4 and each distal end gear 31 and 32 is inline with the proximal main wheel 5. Please note, main wheels 4 and 5 are connected to each other via an axel (not shown) and end gears 29 and 30 are connected to end gears 31 and 32 via axels 102 and 103, respectively. The inline placement allows a maximum transfer of rotation power from each main gear 4 and 5 to the respective proximal end gears 29 and 30 or distal end gears 31 and 32 without introducing slippage or shear stress into the drive system 1.

Each proximal end gear 29 and 30 and each distal end gear 31 and 32 are located at a predetermined distance from the center of each relative main gear 4 and 5. The location of each end gear enables the placement and intermeshing of the drive gears 16. The location assures that the drive system 2 fits securely within the case. The location of each end gear defines the diameter of the distal end gears. The size of the end gears enables a rotation that is capable of being free from direct contact from either main gear 4 or 5. For example, each end gear has a diameter that is between thirty percent and fifty percent of the diameter of the gears on the drive wheels 27 and 28. Preferably, the diameter of either drive wheel 27 or 28 ~~37 or 38~~, respectively.--